

Executive Summary of Recommendations

from the Second Annual Report of the

Inter-Agency Transportation Coordination Committee (IATCC)

presented to

Governor M.J. “Mike” Foster, Jr.

in accordance with requirements of

Executive Order MJF 96-18

The goal of these recommendations to obtain the maximum use of transportation resources and increase the cost efficiency of providing transportation services by coordinating and consolidating administration, planning and funding of public and specialized transportation services.

Recommendation 1.

Reduce duplication of state funded transportation services by giving the IATCC authority to approve or disapprove plans for the development of transportation services by state agencies.

For the past two years, the IATCC has provided a forum for member agencies to discuss transportation program needs, activities and plans. Substantial progress has been made with regard to informal agency communication and interaction. There is however no requirement for agencies, including those represented on the IATCC, to notify the IATCC of planned state funded transportation system projects. To avoid duplication, state agencies should be required to submit plans for transportation services to the IATCC. The plan review process will allow the IATCC to identify interagency impacts of planned actions and assess possible impacts from a coordinated approach rather than one isolated by program.

Recommendation 2.

Utilize state funded transportation services and resources to the fullest by giving the IATCC authority to review and make recommendations on the expenditure of state administered funds for transportation programs and components of programs requiring the delivery of transportation services.

For the past two years, state agencies represented on the IATCC have provided information on the amount expended in prior years for transportation programs and services. The expenditure of state administered funds for transportation services has and continues to be primarily program specific. There is at present no procedure for state agencies to coordinate the expenditure of state administered funds for transportation services and programs. Program specific transportation delivery systems continue to be developed in isolation. An inter-agency review of planned expenditures will provide state agencies with recommendations which if adopted could result in the optimal use of state administered transportation resources.

Recommendation 3.

Coordinate resources by mandating state agencies to implement state level administration of program funds for transportation services and provider selection at state level rather than at regional or local office levels.

Statewide coordination of transportation services requires a concerted effort among state agencies at the state level. Coordination inefficiencies have arisen when regional and local offices were allowed to select transportation contractors or otherwise decide how to implement transportation programs in the absence of a state level policy consistent with inter-agency transportation coordination.

Recommendation 4.

Establish a comprehensive transportation delivery system by directing DOTD to develop and implement a plan to meet the transportation service needs of the general public and the non-emergency medical transportation needs of clients of programs administered by state agencies excluding school transportation.

The availability of a comprehensive transportation delivery system is essential. Although much has been accomplished over the past twenty years, some areas of the state do not have a transportation provider supported by DOTD or Federal Transit Administration funds. Certain of these areas (the rural portion of northeastern Louisiana is a prime example) have pressing transportation needs. A comprehensive statewide delivery system is needed to remedy this situation and to meet needs which will arise from future programs.

Summation

The development of a comprehensive transportation delivery system in Louisiana is dependent on state administered funds being coordinated to both build and maintain the system. Although federal funds administered by state agencies are allocated by program, the state can coordinate the expenditure in a way to obtain optimal benefit. The IATCC has continually held that the use of state administered, public funds for transportation should be managed as an investment rather than an expenditure for convenience and that collective, inter-agency impact assessments are needed to determine how individual program expenditure decisions impact the state as a whole.